The Projects which have Physically been completed but are apearing in the Pink Book for residual works/Financial adjustments have not been given in the above Statement.

(b) Additional funds to the tune of Rs. 40 cr. have been provided during 2001-02 for New Jalpaiguri-Silliguri-New Bongaigaon guage conversion from the additional budgetary support given for expediting the progress of certain identified projects.

Training and Supervision in Railways

662. SHRI PREM CHAND GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 65 per cent of the causes of train accidents are attributed to human error;

(b) whether this reflects a low standard of training and supervision in Railways; and

(c) if so, what are Government views on this?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) and (c) NO, Sir. This does not reflect low standards of training on Railways. Indian Railways is a vast organization employing about 15.15 lakh staff and in the fact of safety considerations and manpower variety, training on the Railways is given a very high priority. All staff, including safety category staff, are properly trained before extensive utilization of newly acquired technological aids is adopted. Modifying and refreshing the training of Railway staff to update their knowledge and skill is a continuous process. A comprehensive training need analysis of all categories of staff is carried out and training modules are revised to suit the changes in technology, work practices and objectives of the job. Additional funds have also been allotted to the training centres for upgradation of training facilities.

Ultrasonic Flaw Detection Test during Monsoon

663. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is mandatory for Railways to periodically patrol and

run checks, including 'Ultrasonic Flaw Detection Test', on the Railway tracks, particularly during monsoon seasons and areas prone to heavy rainfall, landslides and shifting of land;

(b) if so, the details thereof;

(c) whether it is a fact that Konkan Railway Corporation had not undertaken the regular checks, including netting of the vulnerable areas, resulting in the recent accident on the Karwar-Ratnagiri Sector; and

(d) if so, what measures are being contemplated to ensure compliance of safety exercises by the Railways for prevention of accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Patrolling of Railway Track is carried out in identified sections, in accordance with extant instructions which cover all seasons including monsoon. Ultrasonic Flaw Detection Test is carried out on rails on need based concept, unrelated to season.

(c) No, Sir. Konkan Railway Corporation Ltd. had undertaken regular checks including netting of the vulnerable areas. The site of accident was, however, not considered vulnerable by the Expert Committee.

(d) Railways are continuously striving to prevent accidents and measures, being taken for ensuring compliance, include training of staff, safety awareness campaign, safety drives, monsoon precautions includng identification of vulnerable spots and monsoon patrolling.

Daitri-Banspani Rail Line

664. SHRI SURENDRA LATH: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the inordinate delay in the completion of Daitari Banspani line in Orissa;

(b) the progress of that line as on date;

(c) the target date set for the completion of that line; and

(d) the steps taken to expedite the construction of that line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The work is being progressed keeping in view the operational reqirement and availability of resources.